

\*\*\*\*\*SYTIME\*\*\*\*  
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F.A. PROJECT NO.

NOTES

ASSUMED LIVE LOAD -----HS20-44 OR ALTERNATE LOADING.

DESIGN FILL-----

FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.

3"Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.

CONCRETE IN CULVERTS TO BE POURED IN THE FOLLOWING ORDER:

1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.
2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.

THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.

THIS BARREL STANDARD TO BE USED ONLY ON QUADRUPLE BARREL CULVERTS LESS THAN 8 FT. VERTICAL CLEARANCE ON 45° SKEW AND TO BE USED WITH STANDARD WING SHEET FOR THE SAME SKEW AND VERTICAL CLEARANCE.

DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON WING SHEET.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED IN THE BARREL, SPACED TO LIMIT THE POURS TO A MAXIMUM OF 10 FT. LOCATION OF JOINTS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

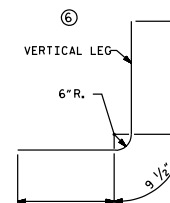
STEEL IN THE BOTTOM SLAB MAY BE SPLICED AT THE PERMITTED CONSTRUCTION JOINT AT THE CONTRACTOR'S OPTION. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

AT THE CONTRACTOR'S OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF EXTERIOR WALL AND BOTH FACES OF INTERIOR WALLS ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

AT THE CONTRACTOR'S OPTION HE MAY SUBMIT, TO THE ENGINEER FOR APPROVAL, DESIGN AND DETAIL DRAWINGS FOR A PRECAST REINFORCED CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE CULVERT SHOWN ON THE PLANS. THE DESIGN SHALL PROVIDE THE SAME SIZE AND NUMBER OF BARRELS AS USED ON THE CAST-IN-PLACE DESIGN. FOR OPTIONAL PRECAST REINFORCED CONCRETE BOX CULVERT, SEE SPECIAL PROVISIONS.

LOCATION SKETCH

PROFILE ALONG CULVERT



BAR TYPE

BAR DIMENSIONS ARE OUT TO OUT

TOTAL STRUCTURE QUANTITIES

CLASS A CONCRETE  
BARREL @ \_\_\_\_\_ CY/FT \_\_\_\_\_ C.Y.  
WING ETC. \_\_\_\_\_ C.Y.  
TOTAL \_\_\_\_\_ C.Y.

REINFORCING STEEL  
BARREL \_\_\_\_\_ LBS.  
WINGS ETC. \_\_\_\_\_ LBS.  
TOTAL \_\_\_\_\_ LBS.

PROJECT NO. \_\_\_\_\_

\_\_\_\_\_ COUNTY

STATION: \_\_\_\_\_

~~SHEET 01~~ OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
BARREL STANDARD  
QUADRUPLE FT. X FT.  
CONCRETE BOX CULVERT WITH  
VERTICAL CLEARANCE OF LESS  
THAN 8 FT.  
45° SKEW  
OCT. \_\_\_\_\_ 1989

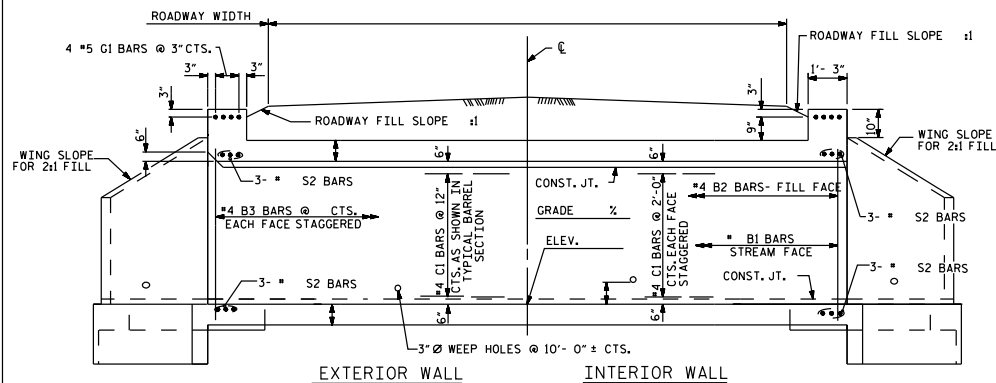
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS
2			4			

STD. NO. CB44A

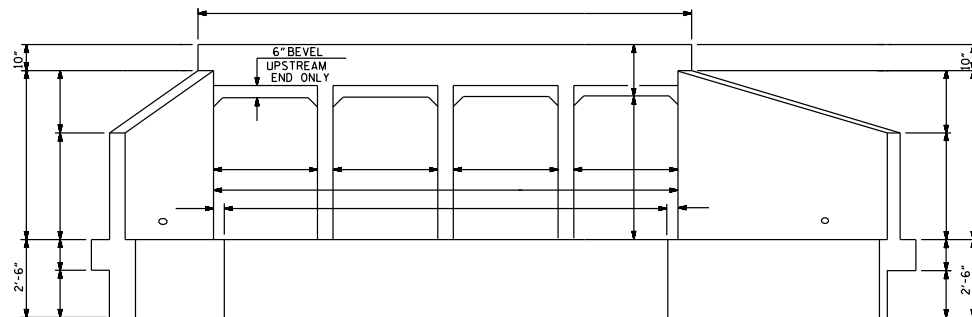
ADDED NOV. 1990

ASSEMBLED BY : _____	DATE : _____	SPECIAL
CHECKED BY : _____	DATE : _____	
DRAWN BY : _____ B.J. MEYERS	DATE : OCT. 1989	STANDARD
CHECKED BY : _____ A.R. BISSETTE	DATE : AUG. 1989	

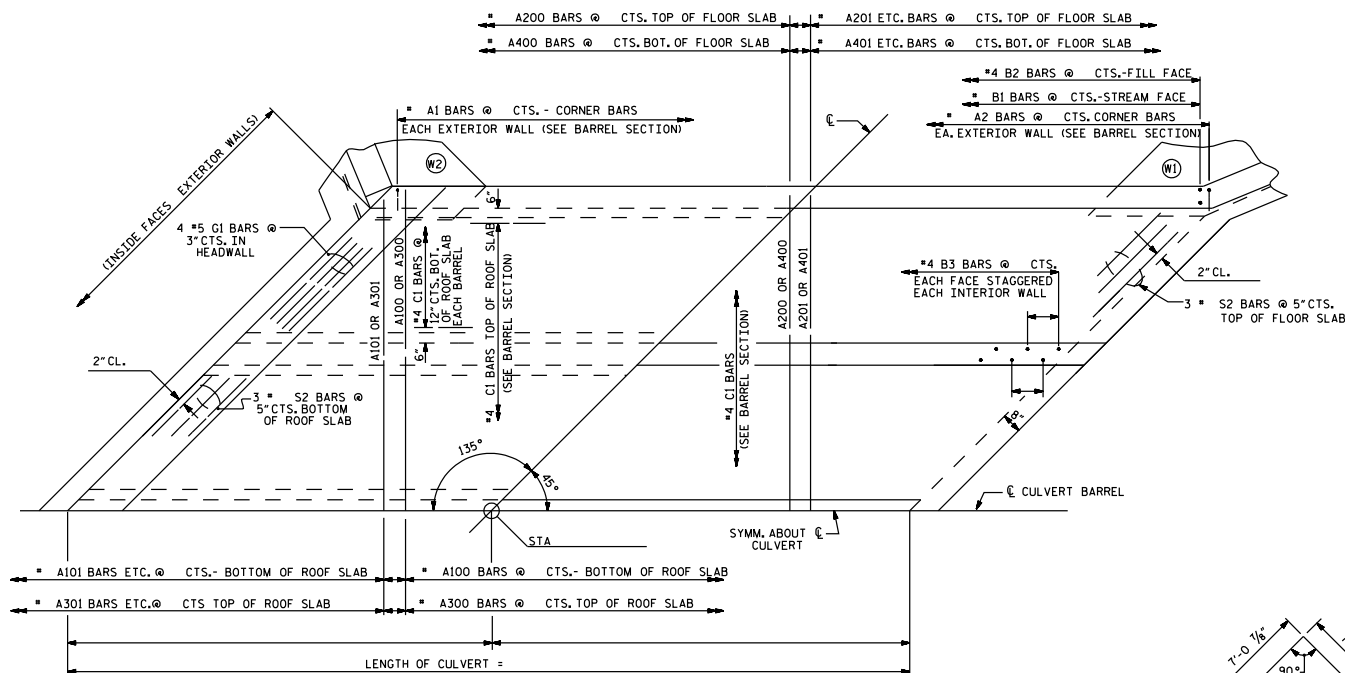
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CULVERT SECTION NORMAL TO ROADWAY

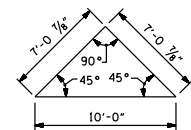


END ELEVATION NORMAL TO SKEW

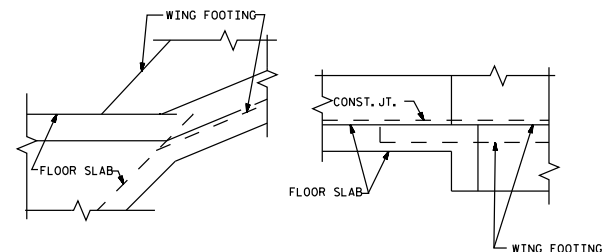


PART PLAN - ROOF SLAB

PART PLAN - FLOOR SLAB



SKEW TRIANGLE



DETAIL

CONNECTION OF WING FOOTING  
AND FLOOR SLAB WHEN SLAB  
IS THICKER THAN FOOTING

PROJECT NO. \_\_\_\_\_

\_\_\_\_\_ COUNTY

STATION: \_\_\_\_\_

SHEET 2 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 BARREL STANDARD  
 QUADRUPLE FT. X FT.  
 CONCRETE BOX CULVERT WITH  
 VERTICAL CLEARANCE OF LESS  
 THAN 8 FT.  
 45° SKEW

REVISIONS				SHEET NO.	
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

STD. NO. CB44

REVISED 11-18-99 BY M.M. CHECKED BY R.A.W.  
 REVISED 8-28-92 BY E.A.S. CHECKED BY G.R.P.  
 REDRAWN BY S.A.M. NOV.1990 P. BY A.R.B.

ASSEMBLED BY : _____	DATE : _____	SPECIAL STANDARD
CHECKED BY : _____	DATE : _____	
DRAWN BY : R.D. UNDERWOOD	DATE : APR.1972	
CHECKED BY : H.A. JUDEH	DATE : APR.1972	